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CERAMIC GAS BEARING MATERIAL EVALUATION

John T. McCabe, et al

Mechanical Technology, Incorporated

Prepared for:

Office of Naval Research

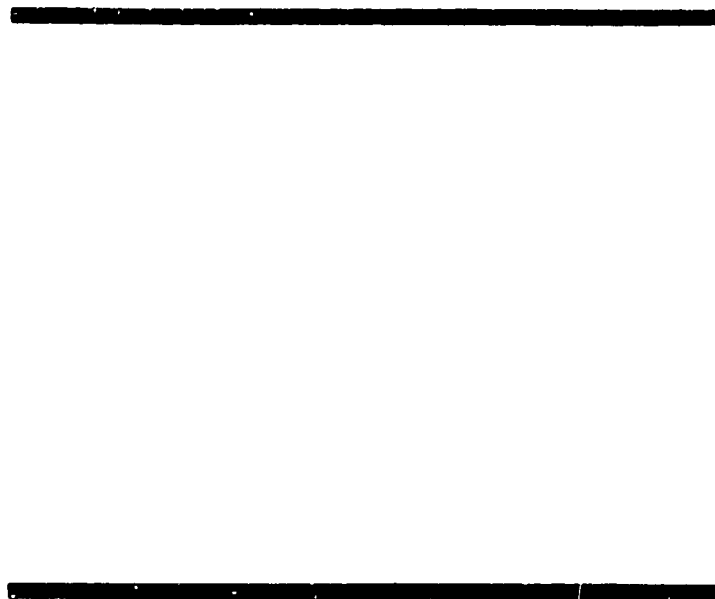
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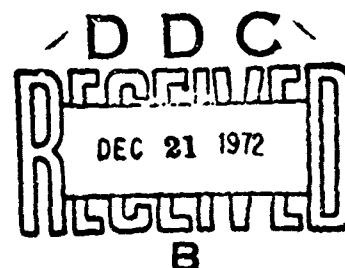
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MTI 72TR40

TECHNICAL REPORT  
CERAMIC GAS BEARING MATERIAL EVALUATION

Prepared Under  
ONR Contract N00014-72-C-0083

September 1972



MECHANICAL TECHNOLOGY INCORPORATED  
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13. ABSTRACT Flat washer specimens were experimentally tested under conditions simulating start-stop and continuous rubbing contact of a gas-lubricated thrust bearing. Minimum surface damage with a constant and low value of the friction coefficient were criteria for judging superior performance. The materials tested consisted of conventional plasma-sprayed substrates(used as reference materials), solid silicon nitride, beryllium oxide, and beryllium both coated and uncoated.			
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# TECHNICAL REPORT

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Approved

## Prepared for

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## Prepared under

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September 1972

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FOREWORD

This report was prepared for the Office of Naval Research under Contract No. N00014-72-C-0083 by the Friction and Wear Section of Mechanical Technology Incorporated Tribology Center. Mr. Stan Doroff managed the program for the Office of Naval Research, and Dr. Eugene F. Finkin supervised virtually all of the program for MTI. S.F. Murray, Peter Albrecht, and Mike Gretter were principal contributors to the MTI effort. Dr. Peter Gielisse of the University of Rhode Island supplied the silicon nitride test specimens under a separate ONR contract. Partial support for this effort was supplied by the Naval Material Command, Strategic Systems Project Office (NSP 23).

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## 1.0 INTRODUCTION

Gas bearings and other applications requiring materials capable of surviving unlubricated, high-speed rubbing contact have led to technology programs, such as the present, in which the principal effort was focused on ceramic materials. The goal of the present program was to compare variations of ceramic materials and to determine the character of a material combination with the following properties:

- Sufficiently low coefficient of friction to permit dry starting of a gas bearing without hydrostatic jacking and with a minimum of torque.
- Sufficient consistency of the friction coefficient to provide restart reliability.
- Sufficiently insignificant surface damage during high-speed rubbing contact to provide long life.

Start-stop and continuous rubbing experimental tests were employed to determine the change in friction coefficient, surface roughness, and specimen weight loss due to rubbing contact at different loads and surface finishes. In all cases the rotating and stationary specimens were two flat washers with a one-inch O.D. and a one-half-inch I.D.

The thrust washer test rig used in the program has been employed as a materials screening device since 1963 and a considerable body of data, showing good field correlation in gas bearing gyros, has been generated in the interim period. This study adds three new candidate materials to the data library.

The exact relationships among material properties, fabrication method and application requirements have not been established. The coordinated development with the University of Rhode Island to sort out these variables is the first step towards bridging this gap.

Many factors enter into the selection of the optimum material for a gas bearing application: material cost, availability, creep resistance, thermal

coefficient of expansion, thermal conductivity, resistance to wear, spalling and galling, corrosion resistance, and others.

The importance of some of these factors depends on the particular application. For instance, a material combination may be quite satisfactory from a surface damage view point, but might be judged unsatisfactory if the heat transfer characteristics of the materials lead to excessive bearing surface distortion. It is not realistic to expect a single material combination to be an optimum for all applications, thus the intent of this report is to broaden the data which gas bearing designers need to select materials that are optimum for each particular application. In addition, it is hoped that the information contained herein will also help to identify some of the material requirements that are fundamental to all gas bearing applications.

## 2.0 SUMMARY

Ceramic materials were subjected to start-stop and continuous rubbing tests which simulated potential operating conditions of a flat, gas-lubricated thrust bearing. Plasma-sprayed chrome oxide versus itself was used as a reference because this surface coating has performed successfully in many gas bearing applications and considerable test data is available in the literature (Ref. 1,2). The other materials tested were silicon nitride, beryllium oxide, beryllium, and beryllium coated with chrome oxide and aluminum oxide.

Silicon nitride, versus itself, proved to be a very promising combination because surface damage was minimal. The friction coefficient, ranging between 0.2 and 0.3, was lower than the reference specimens and remained relatively constant through both types of tests. However, further evaluation of this material is necessary because an unidentified white, wear-related debris formed on some of the test specimens and these specimens performed poorly. The silicon nitride was hot pressed at the University of Rhode Island from power supplied by the Norton Company.

There were indications that beryllium oxide versus itself was also a good material combination, principally because the average friction coefficient for all tests was about 0.2. However, some tests showed an exceptionally low friction coefficient suggesting the presence of a surface contaminant (Ref. 1,2). Also, virtually all specimens gained weight during testing which could be eliminated by heating. In addition, the beryllium oxide continuous rubbing tests showed a trend towards increasing friction with increasing load. Thus, more controlled tests are needed to evaluate this material. The test specimens were machined for Thermalox 995 stock.

A satisfactory way of plasma spraying beryllium oxide with ceramic coatings could not be found.

In general, metals sprayed with chrome oxide showed lower coefficients of friction than aluminum oxide and chrome carbide in start-stop tests; but all test combinations of aluminum oxide and chrome carbide showed high friction, heavy wear, or both during continuous rubbing tests.

### 3.0 CONCLUSIONS AND RECOMMENDATIONS

- Coated metals appear to be suitable materials for gas bearing start-stop requirements if friction coefficients between 0.2 and 0.3 are tolerable.
- More development work is needed to improve the continuous rubbing performance of coated metals.
- Tests accomplished under this program indicate solid  $\text{Si}_3\text{N}_4$  can provide an excellent bearing surface for applications where continuous rubbing is encountered if the  $\text{Si}_3\text{N}_4$  is processed to avoid the formation of a white debris that is wear-related and synonymous with poor friction characteristics.
- Some tests with solid beryllium oxide indicated this material to be very suitable, from a friction standpoint, for applications where the rubbing pressure is nominally 4 psi or less. This material also warrants further study to verify its characteristics because some tests indicated a low friction coefficient while others did not.
- It is essential to identify a white debris which is sometimes formed on the  $\text{Si}_3\text{N}_4$ . The formation of this material on an actual gyro bearing would certainly result in increased and erratic torque.
- Suitable cleaning techniques must be developed for beryllium oxide. It seems very unlikely that the low friction values which were measured with this material are characteristic of the values that would be obtained with clean materials.
- More effort should be placed on evaluating the effect of operating variables, such as humidity and temperature, on sliding behavior. These variables have been shown to be major factors in determining the performance of solid  $\text{Al}_2\text{O}_3$  versus itself and may also be important with these other materials. It has been established that the sliding chrome oxide is not affected by temperature or the type of environmental gas, but nothing is really known about  $\text{Si}_3\text{N}_4$  or beryllium oxide.

#### 4.0 METHOD OF TESTING AND RESULTS

##### 4.1 Test Rig Description

The MTI flat thrust washer test facilities were used for this study. This rig has been used often in the past because it offers a simple and inexpensive way to screen gas bearing material candidates.

Figure 1 shows a schematic of the test rig with the important components identified. The rotating specimen is held in the bottom fixture which is rotated via a motor-driven V-belt. Speed changes are accomplished by changing the ratio of the pulley diameters. The stationary specimen is held in a vertical spindle floated in an externally-pressurized gas bearing. Bearing friction torque is monitored by strain gages mounted on cantilevered torque arms and the spindle is constrained from rotation by pins which extend from the spindle and contact the torque arms.

##### 4.2 Test Description

Start-stop and continuous rubbing tests were conducted for each material combination. The start-stop tests consisted of 1,000 starts and stops from 575 rpm under a load of 3.2 psi. Friction measurements were taken every 100 cycles and the roughness of the mating surfaces was measured by a Talysurf before and after each test. The specimens were cleaned in a Soxhlet extractor and then weighed before each test. The weight was again measured after testing.

The continuous sliding tests were performed at 575 rpm under a series of loads for each set of specimens. The speed was selected for convenience and to correspond to that used in previous tests. Each set was cleaned, weighed, and Talysurfed prior to testing. A complete test consisted of four 15-minute sliding periods at load levels of 2.1, 3.2, 4.8, and 6.4 psi. According to current design practice, this load range covers light loading, 2 to 3 psi, moderate loading 3 to 5 psi, and heavy loading, greater than 5 psi. The surface roughness was measured, they were Talysurfed again after each period at a specific load level, and reweighed after each complete test. Rubbing friction was monitored on startup and after two, five, and fifteen-minute time intervals. The specimens used in the start-stop tests were not used in the continuous rubbing tests.

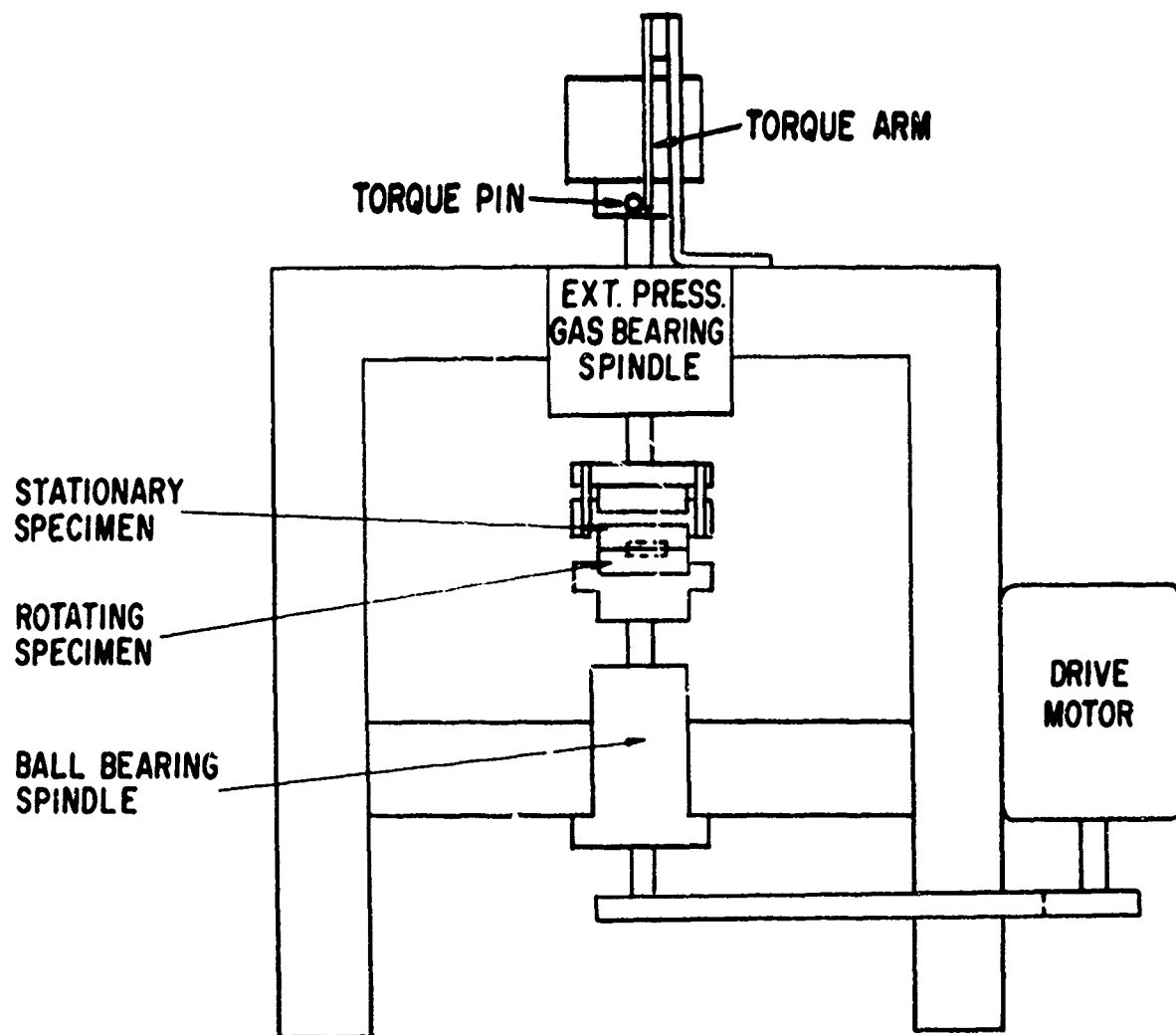


Fig. 1 Schematic of Thrust Washer Test Machine

### 4.3 Physical Properties of the Test Specimens

	BeO	Be	Si <sub>3</sub> N <sub>4</sub>
Thermal Conductivity, Btu/ft-°F-hr	152	84.4	8
Density, #/in <sup>3</sup>	.108	.067	.113
Thermal Expansion, in/in-°F	$3.16 \times 10^{-6}$	$6.45 \times 10^{-6}$	$1.7 \times 10^{-6}$
Modulus of Elasticity, psi	$50 \times 10^6$	$42 \times 10^6$	$43 \times 10^6$
Poisson's Ratio	.35	.024 - .030	-
Crystal Structure	HCP*	HCP*	HCP*

### 4.4 Discussion and Results

The effectiveness of several candidates for gas bearing were evaluated in a thrust washer test by comparing the sliding performance of these materials with that of plasma-sprayed chrome oxide (Cr<sub>2</sub>O<sub>3</sub>). Both the start-stop and continuous rubbing tests were made in air with a relative humidity of 30 percent and an ambient temperature of 73°F. The combinations of materials tested are shown in Table 1, and the test results are given in Tables 2 and 3.

The silicon nitride specimens were supplied to MTI by Dr. Peter Gielisse of the University of Rhode Island, under Office of Naval Research Contract No. N00014-68-0008. The specimens were returned to the University of Rhode Island where they are currently being inspected in an attempt to identify a white debris that formed on about 20 percent of the specimens after testing and also, to look for a relation between surface damage and material processing method. A report on these findings is anticipated in the near future.

In general, solid silicon nitride mated against itself was a very promising combination. In the majority of tests the friction measured was lower than the reference chrome oxide, and the surface appearance of the Si<sub>3</sub>N<sub>4</sub> and Cr<sub>2</sub>O<sub>3</sub> showed negligible wear or surface damage. However, in 20 percent of the tests a white, semi-plastic, non-crystalline debris was found smeared on the surface of the silicon nitride specimen after the test. This phenomenon had been observed before in the past with Si<sub>3</sub>N<sub>4</sub> specimens manufactured in England by another process (Ref. 2). Normally, self-mated silicon nitride appears to have a coefficient of friction between 0.2 and 0.3.

\*Hexagonal, close packed



TABLE 1  
MATERIAL COMBINATIONS USED IN TESTS

<u>Rotating Specimen</u>	<u>Vs.</u>	<u>Stationary Specimen</u>
$\text{Cr}_2\text{O}_3^*$		$\text{Cr}_2\text{O}_3^*$
$\text{Cr}_3\text{C}_2^*$		$\text{Al}_2\text{O}_3^*$
$\text{Si}_3\text{N}_4$ (solid)		$\text{Si}_3\text{N}_4$ (solid)
BeO (solid)		BeO (solid)
$\text{Al}_2\text{O}_3^*$ (on Be)		$\text{Al}_2\text{O}_3^*$ (on Be)
$\text{Cr}_2\text{O}_3^*$ (on Be)		$\text{Cr}_2\text{O}_3^*$ (on Be)
$\text{Cr}_2\text{O}_3^*$ (on Be)		Be (solid)
$\text{Cr}_2\text{O}_3^*$ (on Be)		BeO (solid)

\* Plasma-sprayed coating.



**TABLE 2**  
**CERAMIC GAS BEARING MATERIAL**  
**SUMMARY OF CONTINUOUS**

Test No.	Materials and Specimen No. (See Notes Below)				Weight Loss (grams) (- for Weight Gain)		Surface Roughness (microinches CLA)				Coefficient of Friction									
	Rotating		Stationary		Rotating	Stationary	Rotating		Stationary		Rubbing Pressure = 2.1 psi				3.2 psi				Start	
							Before	After	Before	After	Start	2 Min.	5 Min.	15 Min.	Start	2 Min.	5 Min.	15 Min.		
3(1)	Si <sub>3</sub> N <sub>4</sub>	B(Z)	Si <sub>3</sub> N <sub>4</sub>	B(P)	.0096	-.0008	13.5		15	13	.26	.33	.48	.48	.48	.6	.63(a)	.34(a)	.65	
4	Si <sub>3</sub> N <sub>4</sub>	B(G)	Si <sub>3</sub> N <sub>4</sub>	B(N)	.0001	-.0004	14	7-13	14	7-13	.18	.17	.19	.20	.13	.11	.11	.19-.23	.16-.17	
6	Si <sub>3</sub> N <sub>4</sub>	LRL(C)	Si <sub>3</sub> N <sub>4</sub>	LRL(D)	.0002	-.0002	20	4-13	16	5-9	.5	.5	.4	.4	.5-.56	.48	.61-.66	.37	.64-.70	
9	Si <sub>3</sub> N <sub>4</sub>	DG(E)	Si <sub>3</sub> N <sub>4</sub>	DG(F)	.0097	.0086	15	12	14	10	.64-.56	.61-.64	.63-.68	.64-.56	.31	.27-.29	.26	.28	.3-.33	
10	Si <sub>3</sub> N <sub>4</sub>	DG(G)	Si <sub>3</sub> N <sub>4</sub>	DG(H)	.1054	.0380	15	4-12	14	6-11	.76-.33	.22	.2	.2	.23-.34	.20-.31	.18-.30	.16-.23	.22-.30	
13	Si <sub>3</sub> N <sub>4</sub>	DBL(E)	Si <sub>3</sub> N <sub>4</sub>	DBL(F)	-.0053	.0009	9	9	6	2	.38-.82	.34-.82	.26-.92	.38-.58	.27-.38	.32-.59	.24-.26	.28-.34	.53-.62	
14	Si <sub>3</sub> N <sub>4</sub>	DBL(G)	Si <sub>3</sub> N <sub>4</sub>	DBL(H)	-.0002	.0006	7	5-6	5.5	4-4.5	.10	.10	.12	.12	.12-.16	.12-.15	.11-.14	.12-.14	.16-.20	
17	Si <sub>3</sub> N <sub>4</sub>	R(A)	Si <sub>3</sub> N <sub>4</sub>	R(B)	.0141	-.0002	2.1	1.2	1.8	.6-1.1	.11	.11	.11	.11	.14-.19	.11-.15	.11-.12	.1-.13	.12-.23	
18	Si <sub>3</sub> N <sub>4</sub>	R(C)	Si <sub>3</sub> N <sub>4</sub>	R(D)	-.0006	.0002	1.8	1.2-1.3	1.2	.8-1.0	.15-.16	.15-.16	.15-.17	.15-.17	.22-.36	.23-.24	.23-.25	.24-.38	.24-.28	
29(2)	BeO	TR(A) 36	BeO	TR(A) 37	-.0013	-.0015	1.3-2.2	.7-.8	1.3-2.4	.5	.475	.820	.780	.810	.130	.116	.480	.053	.254	
		TD(A) 20	BeO	TD(A) 21	-.0010	-.0106	.7-1.4	.8-1.3	.1-1.4	1.1-1.4	.153	.153	.17	.195	.115	.126	.161	.167	.16	
30	BeO	TR(B) 46	BeO	TR(B) 47	-.0002	.0035	2.5-7	1.3-5.8	2.7-4.0	1.0-3.7	.129	.122	.126	.126	.089	.098	.089	.082	.182	
31	BeO	TD(B) 32	BeO	TD(B) 33	-.0002	-.416	4-4.6	2.2-4.9	4-6.5	3.7-3.8	.238	.281	.274	.255	.314	.331	.340	.357	.190	
33	Cr <sub>2</sub> O <sub>3</sub> on Be	9	Cr <sub>2</sub> O <sub>3</sub> on Be	10	-.0018	-.0020	4-9	2-7.8	3.7-10.3	3-7	.196	.255	.475	.618	.462	.424	.424	.363	.496	
34	Al <sub>2</sub> O <sub>3</sub> on Be	16	Al <sub>2</sub> O <sub>3</sub> on Be	17	-.0008	-.0019	6-9	4.3-7.6	8-14	4.3-6.4	.143	.171	.197	.223	.075	.097	.116	.176	.237	
35	Cr <sub>2</sub> O <sub>3</sub> on Be	11	Be	2	.0022	.0017	2.4-4.2	8.2-16	0.8-1.2	10-18	.564	.576	.458	.510	.520	.466	.517	.495	.770	
36	Cr <sub>2</sub> O <sub>3</sub> on Be	12	BeO	TD(A) 28	-.0024	-.0006	.4-3.2	.7-2.8	.6-2.0	1.4-1.8	.51	.51	.527	.527	.435	.435	.435	.508	.423	
37	Cr <sub>2</sub> O <sub>3</sub> on Be	13	BeO	TR(A) 64	-.0024	-.0018	.1-2.4	1.4-2.8	.3-1.4	.4-.8	.272	.306	.272	.324	.398	.398	.430	.605	.474	
38	BeO	TR(A) 29	BeO	TD(A) 45	-.0015	-.0193	.8-1.6	.7-1.5	.5-1.3	.6-1.1	.102	.100	.115	.115	.088	.104	.121	.121	.158	

**Notes**

(1) Code for Si<sub>3</sub>N<sub>4</sub> Specimens:

B(E), B(F), B(G), B(H) Black 30 Microinch Rotary  
LRL(C), LRL(D) Light Blue 30 Microinch Surface  
DG(E), DG(F), DG(G), DG(H) Dark Green 15-20 Microinch Surface  
DBL(E), DBL(F), DBL(G), DBL(H) Dark Blue 8 Microinch Surface  
R(A), R(B), R(C), R(D) Red

(2) Code for BeO Specimens:

TR - Thermanox 995, Regular Porosity  
TD - Thermanox 995, Draper Porosity  
(A) - A Finish, 2-3 rms  
(B) - B Finish, 8-10 rms  
(C) - C Finish, 20-60 rms

9.1

9.2

**TABLE 2**  
**CERAMIC GAS BEARING MATERIAL EVALUATION**  
**SUMMARY OF CONTINUOUS TESTS**

Run	Surface Roughness (microinches CLA)				Coefficient of Friction																Remarks
					Coefficient of Friction																
	Rotating		Stationary		Rubbing Pressure = 2.1 psi				3.2 psi				4.8 psi				6.4 psi				
	Before	After	Before	After	Start	2 Min.	5 Min.	15 Min.	Start	2 Min.	5 Min.	15 Min.	Start	2 Min.	5 Min.	15 Min.	Start	2 Min.	5 Min.	15 Min.	
13.5		15	13	.26	.33	.48	.48	.48	.6	.43 <sup>(a)</sup>	.34 <sup>(a)</sup>	.65	.39 <sup>(a)</sup>	.27-.36 <sup>(b)</sup>	.49	.63	.72	.65	.62	(a) Stick-slip. (b) Cyclic stick-slip.	
14	7-13	14	7-13	.18	.17	.19	.20	.13	.11	.11	.19-.23	.16-.17	.21	.23	.25	.19-.25	.18-.20	.18-.24	.23-.29	Stick-slip (slight to moderate).	
20	4-13	16	5-9	.5	.5	.4	.4	.5-.54	.48	.61-.66	.37	.66-.78	.6-.66	.54-.69	.68-.83	.52-.77	.65-.68	.36-.5	.34-.61	Surfaces polished after test.	
15	12	14	10	.64-.56	.61-.64	.63-.68	.64-.54	.31	.27-.29	.26	.28	.3-.33	.27-.32	.27-.34	.37-.47	.2-.52	.36-.43	.39-.54	.38-.48	Stick-slip except in the run.	
15	4-12	14	6-11	.26-.33	.22	.2	.2	.23-.34	.20-.31	.18-.30	.16-.23	.22-.38	.20-.23	.20-.22	.25-.23	.11-.63	.22-.33	.25-.28	.26-.28	Moderate stick-slip, severe at end.	
9	9	6	2	.38-.82	.34-.82	.24-.92	.38-.58	.27-.38	.32-.59	.24-.28	.28-.34	.53-.62	.29-.47	.29-.37	.27-.38	.18-.34	.11-.27	.16-.25	.27-.32	Large amount of white debris.	
7	5-6	5.5	4-4.5	.10	.10	.12	.17	.12-.16	.12-.15	.11-.14	.12-.14	.16-.26	.16	.18-.21	.13-.17	.13-.15	.12-.13	.12-.13	.12-.13	Narrow glossy wear rings appear.	
2.1	1-2	1-8	6-1.1	.11	.11	.11	.11	.14-.19	.11-.12	.11-.12	.1-.13	.12-.25	.10	.10	.10	.13-.15	.04-.17	.06-.15	.11-.18	Occasional periods of stick-slip.	
1.8	1-2-1.3	1-2	8-1.0	.15-.16	.15-.16	.15-.17	.15-.17	.22-.36	.23-.24	.23-.25	.24-.38	.24-.28	.16-.19	.15-.17	.15-.17	.24-.30	.13	.12-.19	.13-.2	Smooth run.	
1-3-2-2	.7-.8	1-3-2.4	.5	.675	.820	.780	.810	.130	.116	.480	.053	.254	.292	.272	.220	.766	.820	.740	.680	Periods of high stick-slip and severe wear.	
.7-1.4	.8-1.3	1-1.4	1-1.4	.153	.153	.17	.195	.115	.126	.161	.167	.16	.217	.267	.232	.29	.406	.382	.372	Severe stick-slip with 6.4 psi run.	
2.5-7	1.3-5.8	2.7-4.0	1.0-3.7	.129	.122	.126	.126	.089	.098	.089	.082	.182	.175	.307	.287	.514	.462	.468	.480	Periods of stick-slip with 6.4 psi run.	
4-4.6	7.2-4.9	4-6.5	3.7-3.8	.238	.281	.274	.255	.314	.331	.340	.357	.190	.503	.621	.511	.218	.245	.462	.490	Severe stick-slip with 4.8 psi run.	
4-9	2-7.8	3.7-10.3	3-7	.196	.235	.475	.518	.462	.424	.424	.363	.496	.467	.453	.467	.599	.416	.443	.443	Severe stick-slip with 3.2 psi run.	
6-9	4.3-7.4	8-14	4.3-6.4	.163	.171	.197	.223	.075	.097	.116	.176	.237	.279	.321	.354	.320	.371	.397	.438	Specimen #17 chipped before test.	
2-4-4.2	8.2-10	0.8-1.2	10-18	.546	.576	.458	.510	.520	.466	.517	.495	.730	.656	.693	.693	.899	.872	.845	.818	Coating is powdering after run.	
.4-3.2	.7-2.8	.6-2.0	1.4-1.8	.51	.51	.527	.527	.435	.435	.435	.508	.423	.526	.555	.473	.627	.654	.681	.645	Stick-slip with 6.4 psi run.	
.1-2.4	1.4-2.8	.3-1.4	.4-.8	.272	.306	.272	.324	.398	.398	.430	.405	.474	.584	.511	.474	.463	.436	.573	.550	Periods of stick-slip with run.	
.8-1.6	.7-1.5	.5-1.3	.6-1.1	.102	.100	.115	.115	.088	.104	.121	.121	.158	.219	.205	.196	.140	.172	.163	.168	One slight wear ring on #45; run.	

9.2

2

# MATERIAL EVALUATION CONTINUOUS TESTS

Amount of Friction								Remarks
4.8 psi				6.4 psi				
Start	2 Min.	5 Min.	15 Min.	Start	2 Min.	5 Min.	15 Min.	
.65	.29 <sup>(a)</sup>	.27-.58 <sup>(b)</sup>	.49	.63	.72	.45	.42	(a) Stick-slip. (b) Cyclic stick-slip; white debris formed after run with 3.2 psi.
.16-.17	.21	.23	.25	.19-.25	.18-.24	.18-.24	.23-.29	Stick-slip (slight to moderate) increased to a maximum at about 8 min. with 6.4 psi test.
.66-.78	.6-.66	.54-.69	.68-.63	.52-.77	.65-.68	.36-.5	.34-.41	Surfaces polished after test, <u>no</u> white debris.
.3-.33	.27-.32	.27-.34	.37-.47	.3-.52	.36-.43	.39-.54	.38-.48	Stick-slip except in the run with 3.2 psi rubbing pressure.
.22-.30	.20-.23	.20-.22	.20-.23	.11-.43	.22-.33	.25-.28	.26-.28	Moderate stick-slip, severe at start of 6.4 psi test.
.53-.62	.29-.47	.29-.32	.27-.38	.18-.34	.11-.27	.16-.25	.27-.32	Large amount of white debris deposited on surface after test.
.16-.26	.16	.18-.21	.13-.17	.13-.15	.12-.13	.12-.13	.12-.13	Narrow glossy wear rings appeared after 4.8 psi run.
.12-.25	.10	.10	.10	.13-.15	.04-.17	.04-.15	.11-.18	Occasional periods of stick-slip; specimen A chipped near edge after 4.8 psi run.
.24-.28	.16-.19	.15-.17	.15-.17	.24-.30	.13	.12-.19	.13-.2	Smooth run.
.254	.292	.272	.220	.766	.820	.740	.680	Periods of high stick-slip and wear rings visible on both surfaces from 4.8 psi run on.
.16	.217	.247	.232	.29	.404	.382	.372	Severe stick-slip with 6.4 psi run; no visible wear marks.
.182	.175	.307	.287	.514	.462	.468	.480	Periods of stick-slip with 6.4 psi run; slight dark wear ring on #46, no visible damage on #47.
.190	.583	.621	.511	.218	.245	.462	.490	Severe stick-slip with 4.8 psi; cyclic stick-slip with 6.4 psi; wear rings on both surfaces.
.496	.667	.453	.467	.552	.414	.443	.443	Severe stick-slip with 3.2 psi; fairly smooth with other runs, wear rings on both surfaces.
.237	.279	.321	.354	.320	.371	.397	.438	Specimen #17 chipped before test; smooth run.
.730	.656	.693	.693	.899	.872	.845	.818	Coating is powdering after run with 2.1 psi; severe stick-slip; many wear rings on both surfaces, white on #11.
.423	.526	.555	.473	.627	.654	.681	.645	Stick-slip with 6.4 psi run; many wear rings on both surfaces.
.474	.584	.511	.474	.463	.436	.573	.550	Periods of stick-slip with runs of 3.2 psi and 4.8 psi. Slight wear ring on #44; very noticeable on #13.
.158	.219	.205	.196	.140	.172	.163	.168	One slight wear ring on #45, no visible marks on #29. Very smooth run.

9.3



TAB  
CERAMIC GAS BEARING  
SUMMARY OF ST  
Rubbing Press

Test No.	Materials and Specimen No. (3)				Weight Loss, gram (6)		Surface Roughness microinches, CLA				Break-away Coefficient			
	Rotating		Stationary		Rotating	Stationary	Rotating Before	Rotating After	Stationary Before	Stationary After	Start	500 Cycles	1000 Cycles	As
A (1)	Cr <sub>2</sub> O <sub>3</sub>	5	Cr <sub>2</sub> O <sub>3</sub>	3	.0004	.0009	10	8	10	8	0.39	0.48	0.50	
B (1)	Cr <sub>3</sub> C <sub>2</sub>	9	Al <sub>2</sub> O <sub>3</sub>	6	0	-.0013	2	2	12	16	.22	.2-.62	.65	
1	Si <sub>3</sub> N <sub>4</sub>	B-A	Si <sub>3</sub> N <sub>4</sub>	B-B	0	-.0011	15	14	14	18	.5	.1-.5	.1-.5	
2	Si <sub>3</sub> N <sub>4</sub>	B-C	Si <sub>3</sub> N <sub>4</sub>	B-D	.0002	0	12	20	14	18	.3	.25	.25	
5	Si <sub>3</sub> N <sub>4</sub>	LBL-A	Si <sub>3</sub> N <sub>4</sub>	LBL-B	0	.0001	16	12	14.2	8.3	.5	.5	.13	
7	Si <sub>3</sub> N <sub>4</sub>	DG-A	Si <sub>3</sub> N <sub>4</sub>	DG-B	.00045	0	13	26	14	28	.55	.4	.4	
8	Si <sub>3</sub> N <sub>4</sub>	DG-C	Si <sub>3</sub> N <sub>4</sub>	DG-D	-.0002	.0001	15	7-12	14	5-12	(5)	(5)	(5)	
11	Si <sub>3</sub> N <sub>4</sub>	DB-A	Si <sub>3</sub> N <sub>4</sub>	DB-B	.0313	.0010	-	18	-	22	.42	.54	.30	
12	Si <sub>3</sub> N <sub>4</sub>	DB-C	Si <sub>3</sub> N <sub>4</sub>	DB-D	-.0006	-.0007	8	3-7	5.5	25-5	.15	.56	.39	
15	Si <sub>3</sub> N <sub>4</sub>	Y-E	Si <sub>3</sub> N <sub>4</sub>	Y-F	.0002	.0002	1.5	9	1.5	10	.66	.3-.54	.26	
16	Si <sub>3</sub> N <sub>4</sub>	Y-G	Si <sub>3</sub> N <sub>4</sub>	Y-H	-.0014	-.0186	1.2	1.0	.8	.8	.385-.86	.215	.170	
19 (4)	BeO	41	BeO	42	-.0018	-.0017	1-2	1.2-1.4	1-2	1.2-1.4	(5)	(5)	(5)	
20 (4)	BeO	25	BeO	26	-.0007	-.0003	.8-1.4	1.-1.8	1.4-.24	1.2-1.4	(5)	(5)	(5)	
21 (4)	BeO	48	BeO	49	-.0017	-.0023	8	6	6	4	(5)	(5)	(5)	
22 (4)	BeO	34	BeO	35	-.0015	-.0004	4-6	2-4	5-6	4-5	(5)	(5)	(5)	
23	Cr <sub>2</sub> O <sub>3</sub> on Be	4	Cr <sub>2</sub> O <sub>3</sub> on Be	5	-.0010	-.0009	4-6	3-4	4-5	4-5	(5)	(5)	(5)	
24	Al <sub>2</sub> O <sub>3</sub> on Be	14	Al <sub>2</sub> O <sub>3</sub> on Be	15	-.0020	-.0017	11-14	9-13	8-16	8-14	(5)	(5)	(5)	
25	Cr <sub>2</sub> O <sub>3</sub> on Be(C)	6	Be(A)	1	.0006	.0035	4-5.5	-	1	12-22	(5)	(5)	(5)	
26 (4)	Cr <sub>2</sub> O <sub>3</sub> on Be(C)	7	BeO	23	.0088	-.0189	2-5	2-3	1-2	1-2	(5)	(5)	(5)	
27 (4)	Cr <sub>2</sub> O <sub>3</sub> on Be(C)	8	BeO	39	-.0013	-.0001	3-6	3-4	1-3	1-2	(5)	(5)	(5)	
28 (4)	BeO	40	BeO	24	-.0017	-.0014	1-2	1-1.8	1-2	.6-1.6	(5)	(5)	(5)	

**Notes**

- (1) Reference specimen; plasma sprayed on 410 S.S.  
 (2) Averaged over readings at 100, 300, 500, 600, 700, 800, 900, and 1000 start-stop cycles.  
 (3) Code for Si<sub>3</sub>N<sub>4</sub> Specimens:  
 Black 30 Microinches Rotary: B-A, B-B, B-C, B-D  
 Light Blue 30 Microinches Surface: LBL-A, LBL-B  
 Dark Green 15-20 Microinches Surface: DG-A, DG-B, DG-C, DG-D  
 Dark Blue 8 Microinches Surface: DB-A, DB-B, DB-C, DB-D  
 Yellow 1-2 Microinches: Y-E, Y-F, Y-G, Y-H

- (4) Code for BeO Specimens:  
 TR - Thermolox 995 Regular Porosity  
 TD - Thermolox 995 Draper Porosity  
 (A) - A Finish 2-3 rms  
 (B) - B Finish 8-10 rms  
 (C) - C Finish 20-60 rms

- (5) Break-away Coefficients of Friction not detectably different from running coefficient of friction.

16.1

19.

**TABLE 3**  
**CERAMIC GAS BEARING MATERIAL EVALUATION**  
**SUMMARY OF START-STOP TESTS**

Rubbing Pressure = 3.2 psi

Weight Loss, gram (6)		Surface Roughness microinches, CLA				Break-away Coefficient of Friction					Running Coefficient of Friction					
Sample	Stationary	Rotating Before	Rotating After	Stationary Before	Stationary After	Start	500 Cycles	1000 Cycles	Average (2)	Avg. Change Per Cycle	Start	500 Cycles	1000 Cycles	Avg. (2)	Avg. Change Per Cycle	
14	.0009	10	8	10	8	0.39	0.48	0.50	.47	$9.32 \times 10^{-4}$	0.32	0.48	0.40	.39	$7.86 \times 10^{-4}$	Oscillating.
15	.0013	2	2	12	16	.22	.2-.62	.65	.50	$9.9 \times 10^{-4}$	.18	.62	.65	.50	$10 \times 10^{-4}$	Severe stick-slip.
16	.0011	15	14	14	18	.5	.1-.5	.1-.5	.35	$7. \times 10^{-4}$	.42	.12	.22	.19	$3.87 \times 10^{-4}$	Stick-slip; both surfaces
17	0	12	20	14	18	.3	.25	.25	.26	$5.125 \times 10^{-4}$	.3	.25	.25	.26	$5.125 \times 10^{-4}$	No stick-slip; edge of wear
18	.0001	16	12	14.2	8.3	.5	.5	.13	.38	$7.6 \times 10^{-4}$	.35	.32	.13	.28	$5.675 \times 10^{-4}$	Surfaces polished.
19	0	13	26	14	28	.55	.4	.4	.42	$8.45 \times 10^{-4}$	.4	.4	.4	.38	$7.55 \times 10^{-4}$	White debris in the wear
20	.0001	15	7-12	14	5-12	(5)	(5)	(5)	(5)	(5)	.13	.16	.18	.16	$3.145 \times 10^{-4}$	A few spots were polished
21	.0010	-	18	-	22	.42	.54	.30	.425	$8.5 \times 10^{-4}$	.30	.36	.30	.31	$6.2 \times 10^{-4}$	Large quantities of white
22	.0007	8	3-7	5.5	25-5	.15	.56	.39	.47	$9.4 \times 10^{-4}$	.15	.56	.39	.47	$9.4 \times 10^{-4}$	to weight measurement). White debris showed up at
23	.0002	1.5	9	1.5	10	.66	.3-.54	.26	.43	$8.6 \times 10^{-3}$	.40	.37	.26	.32	$6.5 \times 10^{-4}$	Severe stick-slip; stable
24	.0186	1.2	1.0	.8	.8	.385-.86	.215	.170	.26	$5.28 \times 10^{-4}$	.385-.86	.215	.170	.26	$5.28 \times 10^{-4}$	Surfaces highly polished
25	.0017	1-2	1.2-1.4	1-2	1.2-1.4	(5)	(5)	(5)	(5)	(5)	.3	.11	.13	.14	$2.75 \times 10^{-4}$	Scratches on surfaces before
26	.0003	.8-1.4	1.1-1.8	1.4-.24	1.2-1.4	(5)	(5)	(5)	(5)	(5)	.07	.09	.07	.08	$1.6 \times 10^{-4}$	Glossy surfaces with some
27	.0023	8	6	6	4	(5)	(5)	(5)	(5)	(5)	.138	.253	.324	.236	$4.27 \times 10^{-4}$	Surfaces appeared dull before
28	.0004	4-6	2-4	5-6	4-5	(5)	(5)	(5)	(5)	(5)	.176	.310	.280	.26	$5.2 \times 10^{-4}$	Dull surfaces before test
29	.0009	4-6	3-4	4-5	4-5	(5)	.5	(5)	(5)	(5)	.127	.138	.148	.147	$2.95 \times 10^{-4}$	Partial wear rings slight
30	.0017	11-14	9-13	8-16	8-14	(5)	(5)	(5)	(5)	(5)	.18	.30	.31	.285	$5.69 \times 10^{-4}$	A number of small polished
31	.0035	4-5.5	-	1	12-22	(5)	(5)	(5)	(5)	(5)	.41	.83	.82	.66	$13.2 \times 10^{-4}$	Very noticeable surface
32	.0189	2-5	2-3	1-2	1-2	(5)	(5)	(5)	(5)	(5)	.23	.33	.29	.32	$6.36 \times 10^{-4}$	specimens. Wear marks appeared on be
33	.0001	3-6	3-4	1-3	1-2	(5)	(5)	(5)	(5)	(5)	.32	.23	.21	.24	$4.8 \times 10^{-4}$	Wear marks appeared before
34	.0014	1-2	1-1.8	1-2	.6-1.6	(5)	(5)	(5)	(5)	(5)						after test. Repeated erratic readings

(4) Code for BeO Specimens:

TR - Thermolox 995 Regular Porosity  
TD - Thermolox 995 Draper Porosity  
(A) - A Finish 2-3 rms  
(B) - B Finish 8-10 rms  
(C) - C Finish 20-60 rms

(6) Negative sign indicates gain in weight.

(5) Break-away Coefficients of Friction not  
detectably different from running  
coefficient of friction.

10.2



## LE 3

MATERIAL EVALUATION  
PART-STOP TESTS

Pressure = 3.2 psi

Rate of Friction		Running Coefficient of Friction					Remarks
Average (2)	Avg. Change Per Cycle	Start	500 Cycles	1000 Cycles	Avg. (2)	Avg. Change Per Cycle	
.47	$9.32 \times 10^{-4}$	0.32	0.48	0.40	.39	$7.86 \times 10^{-4}$	Oscillating.
.50	$9.9 \times 10^{-4}$	.18	.62	.65	.50	$10 \times 10^{-4}$	Severe stick-slip.
.35	$7. \times 10^{-4}$	.42	.12	.22	.19	$3.87 \times 10^{-4}$	Stick-slip; both surfaces scored.
.26	$5.125 \times 10^{-4}$	.3	.25	.25	.26	$5.125 \times 10^{-4}$	No stick-slip; edge of washers polished.
.38	$7.6 \times 10^{-4}$	.35	.32	.13	.28	$5.675 \times 10^{-4}$	Surfaces polished.
.42	$8.45 \times 10^{-4}$	.4	.4	.4	.38	$7.55 \times 10^{-4}$	White debris in the wear tracks (removed before weighing).
(5)	(5)	.13	.16	.18	.16	$3.145 \times 10^{-4}$	A few spots were polished.
.425	$8.5 \times 10^{-4}$	.30	.36	.30	.31	$6.2 \times 10^{-4}$	Large quantities of white debris on surface (not cleaned prior to weight measurement). One heavy scratch on specimen A.
.47	$9.4 \times 10^{-4}$	.15	.56	.39	.47	$9.4 \times 10^{-4}$	White debris showed up slightly in both specimens.
.43	$8.6 \times 10^{-3}$	.40	.37	.26	.32	$6.5 \times 10^{-4}$	Severe stick-slip; stabilized out after 500 cycles to no stick-slip.
.20	$5.28 \times 10^{-4}$	.385-.86	.215	.170	.26	$5.28 \times 10^{-4}$	Surfaces highly polished and shiny.
(5)	(5)	.3	.11	.17	.14	$2.75 \times 10^{-4}$	Scratches on surfaces before test; polished and glossy after test.
(5)	(5)	.07	.09	.07	.08	$1.6 \times 10^{-4}$	Glossy surfaces with some rings formed from smearing.
(5)	(5)	.138	.253	.324	.236	$4.27 \times 10^{-4}$	Surfaces appeared dull before and after test; no scratches or blemishes.
(5)	(5)	.76	.310	.280	.26	$5.2 \times 10^{-4}$	Dull surfaces before test; specimen #34 appeared glossy after test.
(5)	(5)	.127	.138	.148	.147	$2.95 \times 10^{-4}$	Partial wear rings slightly visible; no visible scratches.
(5)	(5)	.18	.30	.31	.285	$5.69 \times 10^{-4}$	A number of small polished patches appeared after test.
(5)	(5)	.41	.83	.82	.66	$13.2 \times 10^{-4}$	Very noticeable surface damage to both specs.; white wear rings on coated specimens.
(5)	(5)	.23	.33	.29	.32	$6.36 \times 10^{-4}$	Wear marks appeared on both surfaces.
(5)	(5)	.32	.23	.21	.24	$4.8 \times 10^{-4}$	Wear marks appeared before and after test. Very light wear rings appeared after test.
(5)	(5)				Erratic		Repeated erratic readings on friction coefficients.

Negative sign indicates gain in weight.

10.3

When higher friction values were measured, they were generally associated with the presence of this white wear product.

Attempts to relate the effect of surface roughness to the sliding performance of  $\text{Si}_3\text{N}_4$  were disappointing since the roughness of the test specimens did not have enough variation. The centerline average of the specimens before testing ranged from one to eighteen microinches. Neglecting the specimens with white wear debris, there seems to be a very slight increase in friction as the CLA roughness increases up to about 15 microinches. Above this there seems to be a sharp increase in friction. Unfortunately, there were few samples with roughness above 15 microinches and even those were shown to have widely scattered coefficients of friction. No significant trend could be discerned in the variation of the coefficient of friction of silicon nitride as a function of stress.

Beryllium oxide sliding against itself appeared to be an effective combination, but the friction values in many cases are so low that it is very likely that the surfaces were contaminated. The possibility of some reaction product being formed between the solvent used to clean the specimens and the  $\text{BeO}$  surface is a potential source of this contamination. The combination of very low friction and a polishing effect, such as was observed in the start-stop test numbers 19 and 22, generally points to the presence of a reactive film on the surfaces. The beryllium oxide combinations showed a definite trend toward increasing friction with increasing load. No pattern of frictional variation with changes in the surface roughness of the  $\text{BeO}$  could be detected, at least in this range of surface roughnesses (~ 1-6 microinches).

Comparisons between the regular porosity  $\text{BeO}$  and the Draper porosity material do not indicate any strong trends. In some of the tests, such as test numbers 30 and 32 under continuous sliding conditions, or test number 26 of the start-stop series, the Draper porosity specimens showed much higher wear than the regular porosity  $\text{BeO}$ . However, because of the possibility of contaminating films being present, it is difficult to interpret these results as being due to the effect of porosity. Of the other combinations,  $\text{Cr}_2\text{O}_3$  coated beryllium versus  $\text{BeO}$  did not show any particular promise.  $\text{Cr}_3\text{C}_2$  versus  $\text{Al}_2\text{O}_3$  resulted

in some surface damage to the  $\text{Al}_2\text{O}_3$  during the start-stop test.  $\text{Al}_2\text{O}_3$  versus  $\text{Al}_2\text{O}_3$  gave low friction, but moderate wear. Past experience (Ref. 2) has shown that this combination is very sensitive to humidity effects, and in dry environments or at higher temperature levels sudden increases in friction and surface damage should be anticipated, especially at higher stress levels. Finally, when  $\text{Cr}_2\text{O}_3$ -coated beryllium was mated with plain beryllium, considerable damage was incurred on both specimens.

In the continuous rubbing tests all of the sliding surfaces, except for the chrome oxide versus beryllium, showed improved surface finishes after the sliding tests had been concluded.

## 5.0 REFERENCES

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